

Heliport Information

Vertiport Chicago is a private facility, open to authorized users. Prior permission and/or landing reservations are required (PPR).

Location

Identifier: 43IL
Lat/Long: 41°51'47.3"N / 87°40'12.4"W, 41.863754/ -87.670105 (estimated)
Elevation: 619.8ft.
Variation: 04W (2015)
From city: 2.6 miles SW of CHICAGO, IL city center
Time zone: UTC-6 (UTC-5 during Daylight Saving Time)
Zip code: 60608

Heliport Ownership & Management

Ownership: Privately owned
Owner: Vertiport Chicago
1339 South Wood Street
Chicago, IL 60608
Phone: (877) 902-9292

Manager: Michael Cusack
1339 South Wood Street
Chicago, IL 60608

Heliport Operations

Airport use: Private - Open to the public by permission
Normal Hours Operation: Open 24 hours/day
Activation date: 03/2015
Sectional chart: CHICAGO
Control tower: No
ARTCC: CHICAGO CENTER
FSS: KANKAKEE FLIGHT SERVICE STATION
NOTAMs facility: TBD
Attendance: Continuous

Wind indicator: Lighted
Segmented circle: No
Beacon: Red-White-Green (Lighted Heliport)
Operates sunset to sunrise.
Landing fee: Yes
Fire and rescue: None
Airline operations: None
International operations: None

Airport Communications

UNICOM: 123.05
MIDWAY TOWER: 118.7269.125
CHICAGO APPROACH: 128.2126.05
CHICAGO DEPARTURE: 128.2 126.05
MDW CLEARANCE DELIVERY: 124.625
CLASS C: 269.125
CLASS C IC: 119.45 CLASS
C/S: 135.2
D-ATIS: 132.75
EMERG: 121.5
WXASOS at MDW (6.7 nm SW): PHONE 773-581-8094
WXASOS at ORD (14 nm NW): PHONE 773-462-0118
WXAWOS-3 at IGQ (18 nm SE): 119.275 (708-895-9526)
WXAWOS-3 at GYY (18 nm SE): 134.575 (219-944-0010)
WXAWOS-3 at LOT (19 nm SW): 118.525 (815-588-4802)

Helipad Information

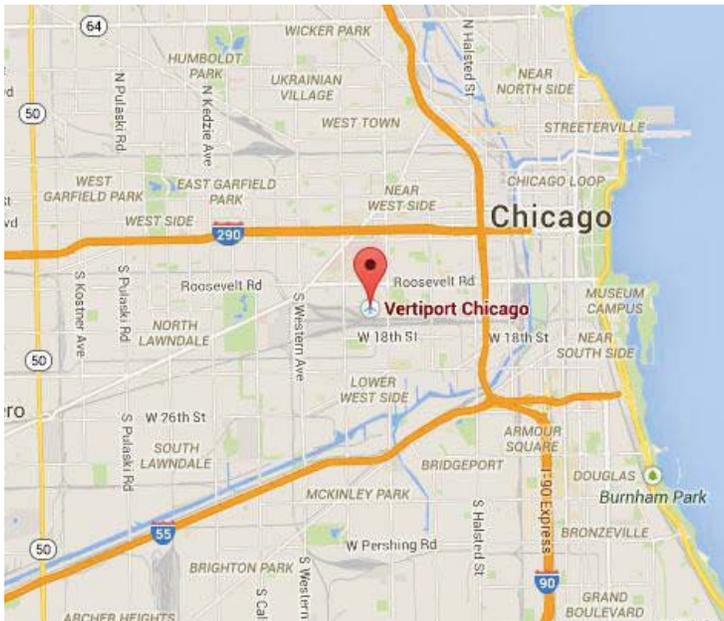
Helipad 7 Dimensions: 78 x 78 ft. / 23.8 x 23.8 m
Helipads 1-6, 8 Dimensions: 65 X 65 ft. / 19.8 x 19.8 m
Surface: concrete, smooth surface, in excellent condition
Weight bearing capacity:
Single wheel: 50.0
Runway edge lights: PERI
Traffic Pattern: Left
Markings: Standard in excellent condition
Instrument approach: None
Obstructions: TBD
Fuel available: Jet-A, AVGAS/100LL, Full Service Only
APU/GPU: Yes
Landing Dolly: Yes (15,000# limit)
Parking: Hangars and Tie Downs
Airframe service: None
Powerplant service: None

Instrument Procedures

There are no published instrument procedures at Vertiport Chicago. Nearby airports with instrument procedures include:

- KMDW – Chicago Midway International Airport (7nm SW)
 - KORD - Chicago O'Hare International Airport (14 nm NW)
 - KPWK - Chicago Executive Airport (21 nm NW)
 - KGYG - Gary/Chicago International Airport (22 nm SE)
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Driving Directions



Vertiport Chicago is located on a 10-acre site at 1339 S. Wood Street in the Illinois Medical District. The public entrance is located on Wood Street. It is bordered by Hastings Street to the north, 15th Street to the south, the CTA Pink Line to the east and Wood Street to the west.

VERTIPOINT CHICAGO FLIGHT PROCEDURES

PURPOSE / GOAL

To provide flight procedures and operating parameters for Helicopters Operations in to and out of Vertipoint Chicago (43IL), a private Prior Permission Required facility. The following graphic provides general information for all helicopter operations for Vertipoint Chicago (figure 1).



Figure 1

AIR AMBULANCE POLICY

Vertipoint Chicago is a privately owned facility that provides priority arrivals and departures for all EMS helicopter operations. Any helicopter operating in the vicinity will give way to an EMS helicopter announcing they are conducting a medical flight.

VERTIPOINT CHICAGO LIGHTING SYSTEMS

1. Vertiport Chicago operates 24 hours a day and is equipped with pilot controlled lighting equipment.
2. Vertiport Chicago is equipped with the following lighting systems to assist in hours of darkness or reduced visibility:
 - a. Landing Direction Lights (east approach only)
 - b. TLOF and FATO perimeter in-surface lighting
 - c. Center taxiway centerline lights
 - d. Lighted windsock
 - e. Rotating Beacon (located on the southwest corner of hangar roof)
3. Instructions on ARCAL radio controlled lighting system
 - a. Operates on frequency 123.05 Mhz
 - i. 3 clicks for stage 1 brightness
 - ii. 5 clicks for stage 2 brightness
 - iii. 7 clicks for stage 3 brightness (maximum brightness)
4. 3, 5, or 7 microphone clicks must be performed in a 5 second period to activate lighting systems.
5. Once system is activated lights remain on for 15 minutes, then automatically shut off.

PRIOR REGISTRATION

1. To ensure efficient operations, future contact, and billing, call or email Vertiport Chicago to pre-register your company and aircraft tail numbers:

Jennifer Ross

Office Manager

jenny@vertiportchicago.com

(877) 902-9292 ext. 6102

INBOUND AIRCRAFT

1. All operators should contact Vertiport Chicago at 877-902-9292 ext. 2 or email info@vertiportchicago.com to advise of a pending arrival.
 - a. Date, ETA, ETD
 - b. Tail #
 - c. Parking preference (hangar or tarmac)
 - d. Fuel request
 - e. # Passengers, # crew
 - f. Special service requests (e.g., ground transportation, hotels, beverages, newspapers, etc.)
2. All inbound aircraft will self-announce their intentions over Vertiport Chicago's assigned frequency on 123.05. Vertiport Chicago (43IL) is an uncontrolled facility where it is the pilot's responsibility to maintain clearance and self-announce their intentions to land or take-off.
3. Aircraft will be assigned a parking location on arrival or will be marshalled into an assigned parking location (*figure 5*).
4. The communications frequency for Vertiport Chicago is 123.05 MHz.
5. Inbound aircraft will announce or contact Vertiport Chicago no less than 5 miles out.
6. The Latitude / Longitude for the landing pad is 41°-51' 47.3"N / 87°-40' 12.4" W. Elevation 615' AMSL.
7. There are two approved approach and departure routes in and out of Vertiport Chicago. These routes are depicted in figures 2 and 3. Figure 2 identifies the preferred approach on a heading of 090° with the preferred departure on a heading of 270°. This approach and departure corridor keeps aircraft over the Global I Intermodal Facility minimizing the noise impact on the surrounding community. Figure 2 identifies the secondary approach on a heading of 360° with the secondary departure on a heading of 180°.



Figure 2



Figure 3

- All inbound aircraft will operate at the maximum safe altitude permitted. This will minimize the noise impact on the surrounding community. Additionally, all aircraft are to avoid the area outlined in white (figure 4). The voluntary NO FLY ZONE is to protect the area around the Easter Seals Therapeutic School highlighted in the red box. Helicopter operations are permitted to operate up to 1900' MSL which will keep aircraft clear of the Chicago Air Traffic Control System.



Figure 4

- Vertipoint Chicago is an uncontrolled aviation facility. Pilots are required to provide their own sequencing in and out of the facility. Vertipoint Chicago will assign a parking location for all arriving helicopters (figure 5). Pilots will taxi at their own discretion once on the ground using the perimeter east and west taxiways when arriving and using the center taxiway for departure (figure 6).

10. Aircraft assigned to parking positions 7 or 8 shall use the center taxiway to access these positions both inbound and outbound.

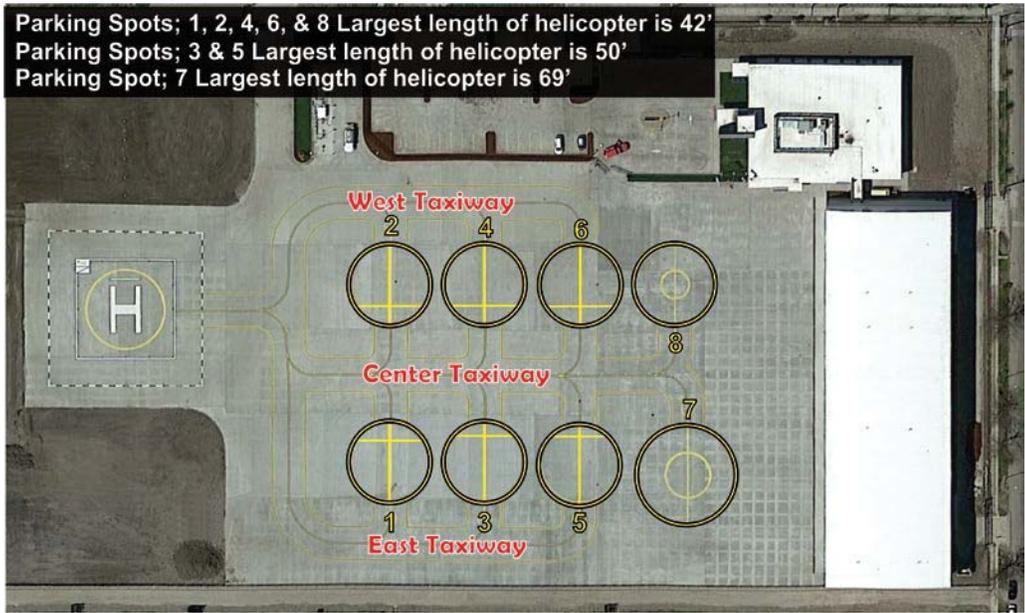


Figure 5

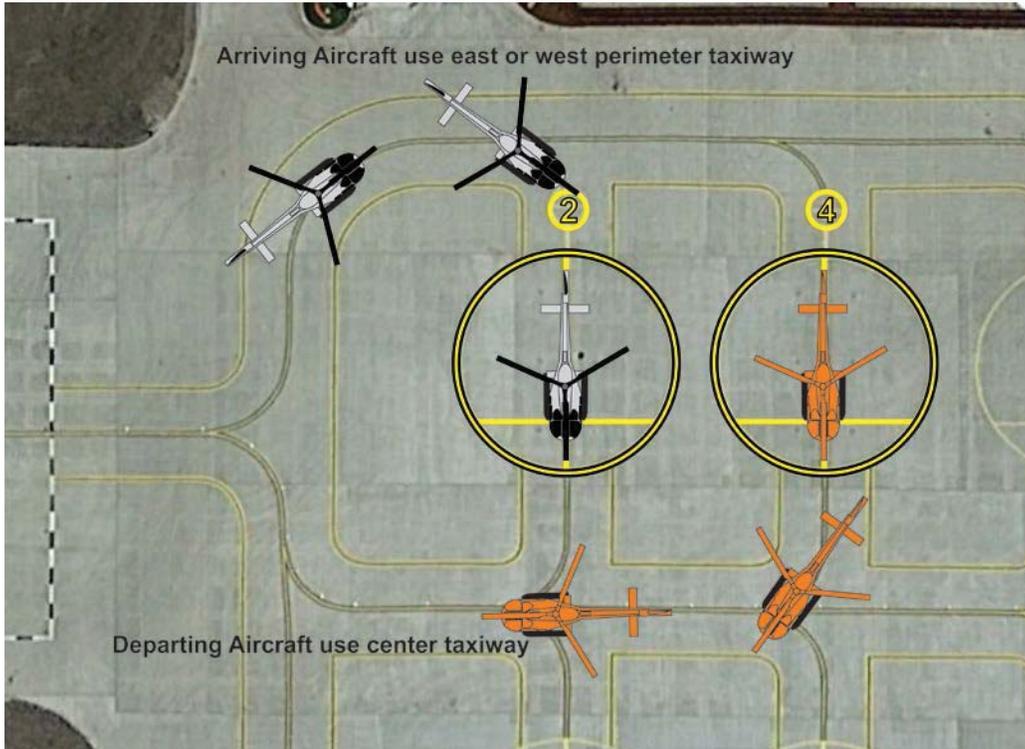


Figure 6

11. Aircraft operating in the vicinity of Vertiport Chicago are (43IL) encouraged to fly at the maximum altitude permitted based on the existing meteorological conditions on the established Chicago Helicopter Routing Charts.

OUTBOUND AIRCRAFT

1. Prior to departure from Vertiport Chicago pilots will self-announce their intentions with route of departure and souls onboard.
2. Pilots are encouraged to depart to the west of the Global I intermodal; if weather permits pilots should be at 1600 MSL (1000 AGL) before they proceed on course to their final destination.
3. Pilots will avoid flying over the Voluntary No Fly Zone depicted in figure 4.
4. All departing aircraft are encouraged to monitor Vertiport Chicago frequency 123.05 until well clear of the Vertiport Chicago vicinity.

DESIGNATED AVOID OVER-FLIGHT AREA

1. The area depicted in figure 4 that surrounds the Easter Seals Therapeutic School should be avoided at all times.
2. Pilots are encouraged to minimize the time spent over the area to the south and southwest as this is a predominately residential area.